

**Subject: [Fwd: Truth or Consequences: RAVCo opted for the consequences]**

**Date:** Tue, 18 May 2004 14:49:55 -0700

**From:** Brian Platts <bplatts@shaw.ca>

**To:** Corrie Kost <kost@triumf.ca>

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**Subject: Truth or Consequences: RAVCo opted for the consequences**

**Date:** Tue, 18 May 2004 17:46:48 +0100 (BST)

**From:** Elizabeth James <cagebc@yahoo.com>

**To:** Mayor Bell and Council <council@cnv.org>, Mayor Ron Wood and Council <council@district.west-van.bc.ca>, FONVCA <fonvca@fonvca.org>, "James Ridge, CAO" <james\_ridge@dnv.org>, Mayor Lisa Barrett and Council <lbarrett@bimbc.ca>, Mayor Doug Miller and Council <office@lions-bay.bc.ca>

**CC:** Carolanne Reynolds <CarolanneReynolds@faximum.com>, fonvca@fonvca.com

**Comments on Malcolm's four questions:**

- **Chair McCallum has, for over two years, talked of 'SkyTrain' in one and the same breath as RAV, so one should have no problem believing the Siemens theory. Moreover, since Bombardier Inc. and SNC-Lavalin are intertwined, the choice of one over the other just makes a sham of the so-called 'bid and selection' process.**
- **Judging by the comments of 2010 CEO John Furlong, it is pretty well a given that the cost estimates for RAV - those estimates TransLink actually included - will fall millions short of reality.**
- **Polls, like statistics, can be made to show almost anything one wants them to show - depending upon the way the question is worded. The only poll that has a proven result, is the exit poll at the voting booth.**
- **Ridership numbers - like polls and statistics - can be as accurate, or not, as TransLink wishes to make them. While the PNE, BC Place, Cirque du Soleil...and, even, Canadian Tire...seem to have no problem with turnstile counts and ticket checks, Cirque du TransLink has arranged its business in such a way that it has no reliable way of estimating ridership. The only proof of anything is the bottom line on ridership revenues. So it is that, although TransLink claims certain ridership figures, a quick check against revenues has demonstrated quite clearly that one or the other number is inaccurate.**

**Furthermore, comparisons with Calgary, Chicago and other systems show up TransLink estimates for what they are - just today's unsupported guesses.**

- **There are two important questions Malcolm Johnston has not asked:**

1. **"What is it about SkyTrain that has made it so worthwhile for, first, RTP-2000 and now RAVCo to be so willing to risk the ongoing wrath of the people by pursuing that option?" and,**
2. **"Why is it that local business leaders are so upset by a turndown of a business plan that would have been laughed out of their own boardrooms?"**

**By any normal, rational business evaluation, it just doesn't make sense... so how about it, Auditor-General Strelieff? How about you go over TransLink one more time?**

**Regards,  
Liz James  
[604] 988-0456**

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**Four questions for the Chair of TransLink:**

1. **Is it true that TransLink and RAVCo. rejected outright a \$890 million *light rail* option for RAV from Siemens - Fluor and then cut them from the bidding? **Background:** I have now been told by four different unrelated sources that the Siemen/Fluor bid was rejected without discussion by RAVCo. and TransLink planners.**
2. **Is it true that the cost of RAV, as advertised, has now escalated to \$2.5 billion to \$2.7 billion? **Background:** A discussion with Mark M. Miller of Vimarc Consulting revealed that in his opinion, RAVCo. has greatly understated the cost of subway construction and RAV, built as advertised (Subway from downtown Vancouver to 63rd, then viaduct and bridges for the rest of the route) would cost \$2.5 to \$2.7 billion!! As steel and concrete prices escalate, the final cost for RAV may rise dramatically!**
3. **RAVCo and Jane bird are trumpeting a poll that gives 80% support for RAV, is this poll valid? **Background:** Only 400 people, living along the RAV route were polled, this works out to 20 persons per km. of route. Certainly this isn't a scientific poll!**
4. **RAVCo. estimates that over 100,000 passengers a day will use RAV, is this assumption valid? **Background:** Recent, international studies have found the vast majority of ridership on any transit line comes from about 300m around each station; also, it is well known fact that upwards of 70% of potential ridership can be lost per transfer. Enforced transfers (bus to RAV to bus) and lack of population around RAV may only generate ridership of 40,000 passenger per day. **RAV may even force people into cars!****

- GVRD/GVTA predicted that ridership on the Expo Line would exceed 20,000 persons per hour per direction in the peak hour by the year 2,000. It is now 2004 and ridership on the Expo Line is slowly diminishing - at best it's carrying only 7,500 pphpd!
- Calgary's LRT line's direct cost was **\$548 million**, yet it carries **181,000 passengers daily**, with a **\$24 million annual** operating budget (source Calgary Transit)
- SkyTrain's Expo Line's direct cost was **\$1.5 billion**, yet it only handles **100,000** passengers daily and has an annual operating cost of **\$40 million!** (source Frank Luba, Van. Province)

Malcolm Johnston  
Light Rail Committee

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